

(ESTABLISHED 1881.)

330 PER ANNUM.
SINGLE COPY, 10 CENTS

Intimations.

STEAM NAVIGATION COMPANY.

W. M. FARMER, President

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 tons..... Captain H. D. Jones.
 "POWAN" 2,338 "..... R. D. Thomas.
 "FATSHAN" 2,380 "..... W. A. Valentine.
 "HANKOW" 3,073 "..... C. V. Lloyd.
 "KINSHAN" 1,995 "..... J. J. Lossing.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons..... Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,190 tons..... Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons..... Captain J. Willox.
 "NANNING" 569 "..... C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yankai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

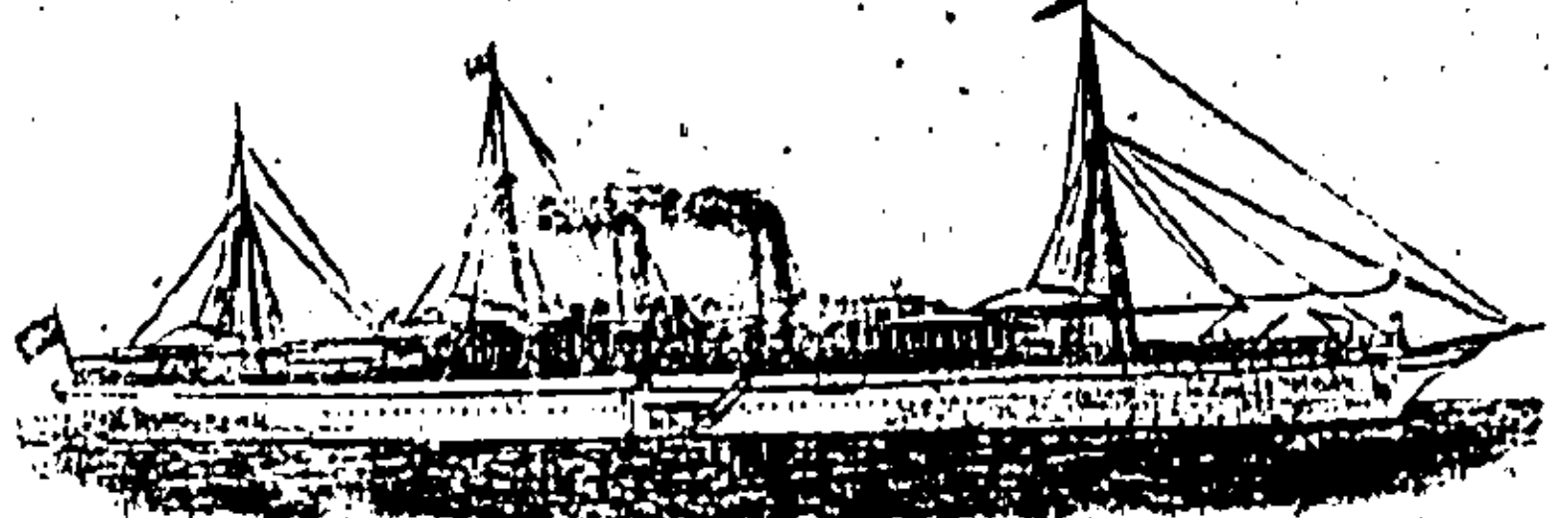
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$50.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Dires. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon.....Single \$6.00.
 Hongkong to Kumchuk.....Single \$7.00.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st March, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOTE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "TARTAR" 4,425 Tons..... WEDNESDAY, 26th April.
 "EMPEROR OF JAPAN" 6,000 "..... WEDNESDAY, 10th May.
 "ATHENIAN" 2,440 "..... WEDNESDAY, 24th May.
 "EMPEROR OF CHINA" 6,000 "..... WEDNESDAY, 31st May.
 "EMPEROR OF INDIA" 6,000 "..... WEDNESDAY, 21st June.
 "TARTAR" 4,425 "..... WEDNESDAY, 1st July.
 Hongkong to London, 1st Class, via St. Lawrence 60s. Via New York 62s.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail 44s.
 The magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Fiddler's Street.
 Hongkong, 19th April, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NAASSOVA	HAYRE AND HAMBURG.	27th April.	Freight.
Canthien	(Calling at SINGAPORE & COCHIN).		
SERBIA	HAYRE AND HAMBURG.	30th April.	Freight.
Jacob	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAYRE AND HAMBURG.	2nd May.	Freight and Passengers.
Madsen	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAYRE AND HAMBURG.	10th May.	Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAYRE AND HAMBURG.	30th May.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).		
C. FERD. LAEISZ	HAYRE AND HAMBURG.	13th June.	Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).		
BRISGAVIA	HAYRE AND HAMBURG.	27th June.	Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).		
NUBIA	NEW YORK VIA SUEZ.	25th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Oversea Buildings.

Hongkong, 20th April, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

IMPERIAL GERMAN MAIL LINES.

ROADMEN: LLOYD, BREMER.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH" of the NORDDEUTSCHER LLOYD, Captain E. Probst, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 25th April.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	4,327	TUESDAY, 2nd May.
PRINZ SEGISMUND	4,302	TUESDAY, 30th May.
WILLERHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 KOBE & YOKOHAMA PRINZ SEGISMUND TUESDAY, 9th May.
 SHANGHAI, NAGASAKI, KOTE, YOKOHAMA & VICTORIA, B.C. ROON WEDNESDAY, 26th April.
 KOBE & YOKOHAMA BAYERN WEDNESDAY, 10th May.
 SHANGHAI, NAGASAKI, KOTE, YOKOHAMA & VICTORIA, B.C. BAYERN WEDNESDAY, 10th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 17th April, 1905.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAH	JAVA PORTS	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 24th April, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED. TIME-TABLE.

WEEK DAYS.	NIGHT CARS.
7.00 a.m. to 7.30 a.m. Every 15 minutes.	8.00 a.m. to 9.00 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 15 minutes.	9.00 a.m. to 9.30 a.m. Every 15 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.	9.30 a.m. to 10.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 15 minutes.	10.30 a.m. to 11.00 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.	12.00 Noon to 1.00 p.m. Every 15 minutes.
10.00 a.m. to 10.45 p.m. Every 15 minutes.	1.00 p.m. to 5.00 p.m. Every 15 minutes.
10.45 p.m. to 1.15 p.m. Every 15 minutes.	5.00 p.m. to 6.00 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.	6.00 p.m. to 7.00 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.	7.00 p.m. to 8.00 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.	
3.00 p.m. to 5.00 p.m. Every 15 minutes.	
5.00 p.m. to 8.00 p.m. Every 15 minutes.	

Extra cars at 7.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
 JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 20th December, 1904.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.
 SOAP AND SODA MANUFACTURERS.
 SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.
 Sole Agents for FENGUSONS SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
 AT REASONABLE PRICES.
 Hongkong, 7th March, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams: "Dock, Yokohama," Codes A. L. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

[200]

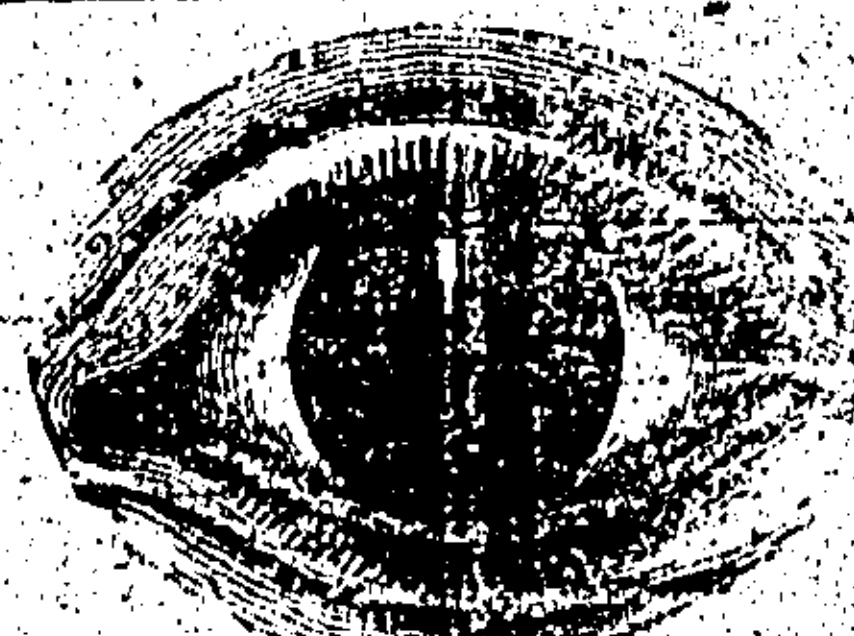
C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Speciality made of Reinforced Concrete and Concrete Piles.
 Examinations, Surveys, Reports and Estimates.
 On all Railway or Proposed Construction Works.
 Hongkong, 2nd February, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUIAR STREET, HONGKONG. (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 24th March, 1904.

Hotels.

HOTEL CRAIGIEBURN, PLUNKET'S GAY, the PRAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL, KOWLOON.

J. W. OSBORNE, Proprietor and Manager.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.
 Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any FAYES, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 2nd April, 1904.

Hongkong, 16th March, 1971

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

THERE IS ONLY ONE

CLUB No. 1

WHISKY SOLD IN THE COLONY.

WE CALL IT **NO. 1** BECAUSE

IT IS SO IN EVERY RESPECT:

IT IS OF GREAT AGE.

MATURED IN SHERRY CASKS,

MELLOW, SLIGHTLY SMOKY

AND DISTILLED FROM PURE MALT.

BESIDES,

IT IS **BOTTLED AT HOME**

BY THE DISTILLERS.

DO NOT FORGET

WHAT THIS MEANS.

\$18.00 PER DOZ.

GREGOR & Co.,

34, QUEEN'S ROAD, CENTRAL, 1ST FLOOR.

Hongkong, 24th April, 1905.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, T. K. Ho, Hong Kong, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejection of MS., nor to return any Contribution.
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"accountable to messenger." On copies sent by post, an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue is one part of the
world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.

At the Union Church, Hongkong, on April
24th, 1905, by the Rev. C. H. Hickling, MARY
MARGARET, eldest daughter of Mr. J. P. B.
Reeve, of Brentwood, Essex, to ALFRED E.
HOLLINGS, fourth son of Mr. T. Hollings, of
Taunton, Somersetshire.

DEATH.

At the General Hospital, Singapore, on the
19th April, LUCY ALICE, the dearly beloved
wife of Sydney Mouthouse, or Negri Sembilan,
aged 35 years.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 24, 1905.

WATER SUPPLIES TO SHIPS
AT HONGKONG.

It is satisfactory to learn from the report
of the cases dealt with in Court the other
day that the authorities are at last taking
steps to deal with those junks which traffic
in water drawn from suspicious sources.
Some time ago when referring to the Steam
Waterboat Company's operations, the oc-
casion was taken to point out the dangers
which are liable to arise from the work of
these itinerant water-sellers. The Chinese
junks engaged in the business are not
specially fitted to keep even pure water un-
contaminated. The junks themselves are
the actual living-houses of the population,
and it is hardly conceivable that the hatches,
with their yawning gaps in the woodwork,
and the staring interstices between the
planks, could properly serve to prevent the
admission of impurities to the hold. Then
it can hardly be contended that the junk-
men are scrupulously clean in their habits,
or, indeed, that the average junk could be
kept spotless under any circumstances.
A junk is made, it might be thought, spec-
ially for the collection of bacteriological speci-
mens, which doubtless find their way to the
water in the hold. But the point which
arose in Court had no reference to the
adequacy of junks as water-carriers, or even
to the purity of the water itself, but to the
fact that they obtained water for sale to
ships from unauthorised streams, and
it was further stated that the only
authorised place to obtain water for such
purposes is Lai-chikok, where the Gov-
ernment impose a charge of seven cents
per ton. Those unacquainted with harbour
affairs can have scarcely any conception of
the extent of the traffic in water. Every
vessel that enters and clears requires water
supplies, and some of them, especially those
which are not passenger boats, do not particu-
larly care what the character of the water
is so long as it is cheap. The Chinese junks
engaged in the trade determine accordingly
to get the water cheaper than it is provided
by the Government, and they therefore proceed
to the mainland, where there are numerous
streams which may be tapped for supplies
by these enterprising dealers. These streams
pass through Chinese gardens, paddy fields,
and over all sorts of material. They are
subject to contamination at every turn, and
it goes without saying that before they reach
the junk full opportunity has been given for
the reception of impurities in the water.
Even if originally pure and wholesome, the
primitive methods adopted to cart the water
into the vessels are calculated to impair its
purity. But, as already remarked, cheap-
ness is the first test and purity comes a long
way afterwards. It is not to be supposed
that the junks get their water absolutely for
nothing. They may have to "square" the
head man of the district, or whoever repre-
sents the supreme authority where the stream
is found. Of course the water, before it
reaches the junks, is already
useless to the land-owners in the vicinity; it
has served its purpose by irrigating the gar-
dens and the fields and is allowed to flow
away to the sea. For the use of this water,
along come the junks, and the principal party
who can lay any sort of claim to proprietor-
ship in the streamlet gets a gratuity for
something which was useless to him, and
finds himself in the possession of "found
money." To dispose of this water to vessels
in the harbour is a matter of no difficulty
whatever. Every shipmaster must replenish
his stock of water, for culinary and other
purposes. No steamboat condenses suffi-
cient water for its own use and consequently
it also has to take in a stock of fresh water.
The master who appreciates the value of

clean filtered water, free from impurities,
and kept clear of contamination, supplies
that the water supplied to him comes through
the Government channels. He has to pay
a little extra, no doubt, but the superiority
of the article served to him is immeasur-
able. The other sort of master is content
with the cheap and nasty article, careless
of the health of his men or of his own.
Naturally all the principal steamship lines
depend upon the Steam Waterboat Com-
pany for their supplies and they are guaran-
teed pure water. At this time of the
year, when sickness abounds, it is very
essential that pure water be obtained, just
as much by those on the water as by those
on land. The health of the sailor is as
important as that of the passenger, and it
is satisfactory to know that the local
authorities are taking the matter in hand
from this point of view.

NEW NAVY FOR CHINA.

It is represented that the Chinese Govern-
ment is planning the construction of a great
navy within the next ten years, but whether
the reconstitution of her Admiralty affairs
will ever become an accomplished fact is
somewhat of a moot question. Soon after
her war with Japan it was announced that
the Imperial Government intended building,
as a first instalment, two battleships of 8,000
tons, two armoured cruisers of 5,000 tons,
and four protected cruisers of 3,000 tons.
And it was also predicted that unless the
Chinese improved their present system of
recruiting and training the fleet which
they were seeking to reform would be
exposed to the risk of a disaster similar to
that of Wei-haiwei in 1894. This the Chinese
evidently recognise, for in engaging Comman-
der Dundas, of His Majesty's Navy, to put
matters on a better footing they have asked
him to reorganise the admiralty, naval acade-
my and naval forces of Northern China.
The plans for the reconstruction of the navy
provide for the building of twenty-five modern
battle-ships, besides a fleet of armoured cru-
isers and smaller war vessels. The difficulty
in the way of the accomplishment of the scheme
is purely financial, and Sir Robert Hart, the
Government's financial expert, is at work en-
deavouring to solve that problem. According
to a writer in *Messy's Chinese Miscellany* it is
reported that the provincial high authorities
at Canton have received a secret edict com-
manding the province of Kwangtung to provide
an annual contribution to this object, in
manner as follows:—The Customs of the
city of Canton to furnish Tls. 300,000 a
year; the native Customs of the whole
province, and the I. M. Customs of Swatow,
Kiangchow and Pakhoi, another Tls. 300,000
from the opium duty, and lastly the I. M.
Customs at Lappa, and Kowloon together
Tls. 300,000 a year from the same source,
or a total of Tls. 900,000 per annum.
The other twenty odd provinces of the Em-
pire will also be called upon to furnish annual
amounts, in proportion to their income,
whereby an aggregate yearly sum of at least
ten million taels can be regularly laid aside
for buying and building ships for the Chinese
navy. It is thought in some quarters that
possibly the Chinese Government might find
it easy enough to raise the money needed for
the construction of such a big navy by sell-
ing its railroad concessions to the highest
bidder. Certain it is that there seems to
be an extraordinary demand among
foreigners just now for this class of
governmental favours in China. And
although a growing opposition exists among
all classes of natives to these foreign railroad
enterprises, the Government might popularize
them if the sale of the concessions could be
made to create a fund large enough to build
a navy sufficiently strong to defend the coast
of the empire against foreign encroachment.
They have had two object lessons given by
Japan of the value of a strong navy—one in
their own war with the Japanese and the
other in the latter's war with Russia—which
may influence them to favour the Govern-
ment's scheme of naval development.
Doubtless, Japan will give China all the
encouragement she needs in that direction,
and will not only help her to build the
ships, but teach her how to man them with
her own people, so as to be, like herself,
under no obligation to employ adventurous
foreigners.

LOCAL AND GENERAL.

A SAILOR from one of the vessels in harbour
was charged with assaulting a ricksha coolie
and subsequently an Indian constable. Mr.
Orme said:—1st charge \$7 and charge \$5.

A MARINE from H.M.S. *Albatross* was this
morning charged with being drunk and disorderly
in Queen's Road on Saturday night, and with
assaulting an Indian constable. He was fined
by Mr. C. N. Orme \$5.

A NUMBER of Canton and West River steamers
left this morning for Shekwan, about two-and-a-
half hours' steam hence through the Cap-
tain's Pass, on excursion trips to the annual
"joss pigdin" ceremony now taking place in
that quiet little village. Every steamer was
crowded to its utmost carrying capacity, it
being estimated that nearly twelve thousand
Chinese left the Colony on these excursions.

A GANG of thirteen gamblers was placed before
Mr. F. A. Harland this morning, having been
caught red-handed in a game of fan-tan, at
No. 63, First Street, West Point. The first
two accused, as keepers of a common gaming
house, were fined \$75 each, and the remainder
\$25 each. The latter had the usual excuse of
"only looking on," and "had only called to
look for a friend." The fines were paid.

THE smokers' hold under the auspices of the
Masonic Quadrangle Club in the old Chamber of
Commerce Room, City Hall, on Thursday evening
last again drew a fairly large audience, and
under the Chairmanship of Mr. H. W. Wolfe
a most enjoyable evening was spent. Among
those taking part were Bros. W. Harris,
Roberts, A. T. Walton, Codger, W. J. Terrell,
A. E. Paine, E. C. Evans, E. Rogers, and G.
Burrell.

HIS Highness the Sultan of Johore is a passen-
ger from Genoa by the German mail steamer
Roma due here on Friday next, says the *Straits*
Times of 15th inst. We understand that the
Sultan will be royally welcomed at Johore on
his return. A scheme of decorations and
triumphal arches has been devised, and on the
Esplanade adjoining the Hotel there will be
theatrical performances. An address will be
presented to His Highness in Malay and Chi-
nese, and the Chinese towkays intend to hold
a big feast at the Johore Hotel on several
nights.

SOME very interesting games of bowls were
played on the Kowloon Bowling Club green on
Saturday afternoon, when despite the weather, a
goodly number of members and friends put in
an appearance. The ground was not all it
might have been owing to the incessant pen-
etrating drizzle prevalent. The winners were,
A. Milroy, J. Henderson, R. H. Baxter, and R.
Whyte, the game between T. Peirce and W.
Ramsay, against J. Kyle and A. R. Austin, not
being finished, the score standing at 20 to 17,
it was declared a friendly match. At the con-
clusion of play Mrs. J. Henderson grace-
fully presented the prizes to the winners.

A STRANGER, named Harrington, just arrived
from Canton, opened his holiday in Hongkong
by getting drunk and disorderly in Wellington
Street on Saturday night, and assaulting two
lukongs in the execution of their duty. One
of the native constables was so badly hit over
the eye that he had to go to hospital for treat-
ment. The man was arrested and taken to the
station, and was released on bail of \$50. This
morning he surrendered to his bail, and having
nothing to say in his defence, was sentenced
by Mr. C. N. Orme to pay a fine of \$25 on
each charge of assaulting the police in the
execution of their duty, or \$50 in all, the full
amount of his bail.

RAILWAYS IN SIAM.

A scheme is afoot for the construction of a
railway from Tachin, at the mouth of the Nak-
on Chaisae river, to the mouth of the Meklong
or Ratturi river. The distance is of almost
equal length to the new line from Bangkok to
Tachin, some 33 kilometres. We understand
that a syndicate has been formed, and that the
concession has already been granted, or at any
rate promised.

Another proposal of some interest is the
lengthening of the State Railway to Korat
a short distance, 17 kilometres, eastward of Korat
to a place called Tha Chao on the Nam Moun,
a tributary of the Mekong. This river is na-
vigable by launch, in the season, from the Tha
Chan to the Mekong. There is at present con-
siderable traffic along this route from the
Nam Moun, produce and goods being carried
by bullock carts or by hand over the intervening
distance from Tha Chan to the present railway
terminus. The suggestion is, of course, far
from new, but a survey has now, we under-
stand, been made, and the extension of the
line is under serious consideration.

The work on the new section of the State
Northern Railway to Paknampho, is proceed-
ing, and it is expected that it may be opened
probably in November next.—*Bangkok Times*.

WEDDING AT UNION CHURCH.

The marriage of Miss Mary M. ("May") Reeve
and Mr. Alfred E. Hollings, which was solemn-
ized at the Union Church this morning, was a
quiet but exceedingly pretty function and was
attended by quite a large circle of friends which
both the bride and bridegroom have gathered
around them during their residence in the
Colony. The bride was charmingly robed and
carried a beautiful shower bouquet; she was
attended by Mrs. E. Eyre who also held a similar
floral emblem. Mr. Eyre gave the bride away,
and Mr. E. A. Seewin officiated as best man.
The ceremony was performed by the Rev. C. H.
Hickling, and during the signing of the register
the organist played Mendelssohn's "Wedding
March." After the service a reception was
held at the Hongkong Hotel, and Mr. and Mrs.
Hollings subsequently left for Macao where the
honeymoon is to be spent.

THE WEATHER.

The following report is from Mr. F. G. Figg,
First Assistant of the Hongkong Observa-
tory.
On the 24th at 11.45 a.m. The barometer has
fallen quickly over N. China, owing to a de-
pression which is passing from the continent to
the Yellow Sea to the North of Shanghai.
Gradients are moderate to slight.
Moderate E. to S. winds may be expected in
the Formosa Channel and N. part of the China
Sea.
Forecast:—Moderate S.E. winds; fine.

NAVAL NOTES.

The majority of the vessels of the fleet left
the harbour this morning for their periodical
gun practice in Mira Bay, and are expected to
return about Thursday or Friday next.

EASTER MUMMERY.

THE IMMORTAL PLAY OF ST. GEORGE
AND THE BOLD SLASHER.

It is odd to note that it is to Lancashire, the
country supposed to be so supremely given up
to commercialism, that we have to look for
many of the lingering evidences of the Old
Romance. There it is that old wives' tales of
witches and boggyries (ghosts) can still be
heard, that one can be entertained with
samples of the mummery which was such a
feature of long-gone Easterides, can see the
May Queen crowned with ancient ceremonial,
take part in a procession of rush-carts and
garlands in the autumn, or be interested on
Christmas Eve with the kind of "waits" the
illustrated papers are so fond of drawing on
the snow-covered lawn outside the Squire's
hall, but which one looks for in vain in the
south country. No country south of the Border
displays such a curious blend of sentiment and
hardheadedness, and no English province has
in recent years struggled so manfully to pre-
serve its distinctive customs and folk-lore.

There has been a modified revival, for
example, of the festival of the peace, or pas-
chal egg at Easter, and along with it a new
interest has been infused into the ancient play
of St. George and the Slasher. Both dragon
slayers and "Dirty Dets" have appeared in
much larger numbers recently, and either out
of curiosity or a love of old usages, the finan-
cial encouragement given to the juvenile
players has been much better than heretofore.
The original object of the mummery—the col-
lection of Easter eggs after the long Lenten
fast—has not been lost sight of altogether;
but it is easy to see that it is in the money-box
rather than in the egg-basket carried by the
bedridden old hag in the play that the hopes
of these successors of Bottom and Quince and
Starveling are centred.

The conditions under which the patron saint
bares his arm to avenge the oppressed—and,
incidentally, to teach a lesson to all swash-
buckling braggarts—have much changed. The
actors are younger, some of them mere
children, and the stage effects not so gorgeous
as in our youth. Strictly speaking the scene
should be an interior, but doors were closed
against the little players long ago, and now the
performance takes place on "a heath" with
God's sky for a cloth, or with a background of
factory chimneys. Sometimes the spectacle
is given in the open road, but to this arrange-
ment there are drawbacks. The best of the
oratory run the risk of being spoiled by a
soulless milkman driving his horse and vehicle
into the arena, or by other strollers disputing
the possession of the pitch, and challenging
the first party to sanguinary combat.

The half-dozen characters in the "Pase
Egg" as it is known locally, are sustained
with a solemn grotesqueness that would
make a cat laugh. The old imprinted ver-
sion is especially non-sensical, and is de-
cidedly the one to see. The first part is
intended for tragedy and the second for
harlequinade, but in reality all of it is bur-
lesque.

A nondescript person, calling himself "Open-
the-Door," first steps forward, and goes
through the "force of demanding entrance
to a house where no house is and shouts—

Give us room to play;
Shift those chairs and make a ring
And let this dreadful act begin.

St. George, resplendent in scarlet sash and
ribbons, and wearing a home made helmet,
then enters the ring, and, flashing his tin
sword, announces, "I am St. George, that
noble champion bold." Having begun so
modestly, this pattern jingo tells, with many
flourishes, the dragon story. "Many a bloody
deed have I made known," he boasts, but
admits for the sake of effect, that he was once
in a tight place. "A giant almost struck me
dead, but by my valour I cut off his head."
When, at the close of the oration, he throws
down a challenge to the world, Slasher, a bold,
upstart fellow, impulsively springs into the
arena. His father, "the Black Prince" (an-
other ambling lad tricked out in sash and
ribbons, tries to act as peace-maker, but is
driven out of the field by the towering pic-
turesque threat uttered by St. George.

Stand off, thou black Morocco dog,
Or by my sword thou'lt die;
I'll pierce thy body full of holes
And make thy buttocks fly!
Hereupon begins a comic bout of fen-
cing—"seven" is the technical term—and
Slasher is, of course, laid low. The Black
Prince, who fears the worst, calls for a
doctor, and an individual in an overcoat that
trails on the ground, and a battered silk hat
that falls over his ears, pushes his way through
the crowd of open-mouthed youngsters, and
intimates that he belongs to that useful pro-
fession. Before he is allowed to practise on
"mine only son," however, he has to answer
half a hundred questions, the while Slasher,
who is supposed to be fast bleeding to death,
shifts his limbs into comfortable positions and
calmly listens to a most amazing dialogue.
After assuring the Black Prince that he is pos-
sessed of miraculous powers, the doctor stoops
over the unfortunate youth and says—
Here, Jack, take a little of my bottle
And let it run down thy throat.
And, if thou be not quite slain,
Rise, Jack, and fight again.

The honour of the dragon-slayer being now
satisfied, the play assumes an aspect of still
broader comedy, (if possible), and Beelzebub,
Dirty Det, and others carrying cloths, mops,
dripping pans, egg baskets, and what not, pre-
sents in a rig to the accompaniment of a chant
which it partly sings and partly a sym-
phony of "glorious yell."—*Ed.*

THE BALTIC FLEET.

CHINA'S NEUTRALITY.

ADVICE TO CANTON AUTHORITIES.

[From Our Own Correspondent.]

Shanghai, 28th April,
5.30 p.m.

Yuan Shih Kai has refused to send
any of the Pinyang squadron south,
but has advised Canton to exercise
the most extreme care to enforce
neutrality lest China be involved in
the war between Russia and Japan.

He also advises the Canton au-
thorities on no account to use force,
even should the Baltic Fleet break
neutrality, remembering how the
Japanese had ignored the laws of
neutrality in the *Rokhamb* incident
at Chefoo, in the early stages of the
war.

[Kreuter's.]

FRENCH NEUTRALITY.

The Japanese Minister in Paris has called
the attention of M. Delcasse to the presence
of Russian ships at Kiaman Bay; it is
maintained on behalf of France that she has
taken precisely the same measures as she
took when Japanese cruisers lately visited
Kiaman; moreover, it is affirmed that the
Baltic fleet has quitted territorial waters.

M. Rouvier, in the Chamber has emphati-
cally reaffirmed that formal, precise and re-
peated orders have been sent to French
officials in Indo-China to maintain the ab-
solute neutrality of those waters.

The St. Petersburg Admiralty has re-
presented to Admiral Rozhdestvensky that his
remaining in the proximity of the coast of
Annam is a grave danger to peace; and they
believe that he will obey the formal in-
structions sent to him.

There is a general consensus of opinion
in London that Admiral Rozhdestvensky
has gained a great advantage by coaling and
reprovisioning at Kiaman.

Naval circles in St. Petersburg are becom-
ing sanguine of success.

Paris states that the authorities at Saigon
have ordered the interned cruiser *Diana*
which has been completely repaired, to hand
over essential parts of her machinery and to
disarm.

Reuter's correspondent in St. Petersburg
says it is understood that France has con-
fined herself to transmitting the Japanese
protest to Russia, who has replied that the
exact whereabouts of Admiral Rozhdest-
vensky is not known; it is therefore impos-
sible to say whether there is cause for com-
plaint; but the Admiral will be communi-
cated with as soon as possible. The Admiral
promptly despatched yesterday's message,
which however will not be received for some
days. The Admiralty state that the telegram
announcing his arrival at Kiaman took
four days in transmission. The latest tele-
gram seems to indicate that he has left
Kiaman.

The Governor of Hainan has telegraphed
to Peking that the Baltic fleet is coaling off
the coast of Hainan.

The only news trickling into Hongkong, via
the channels of incoming steamers, within the
last two days regarding the Baltic Fleet is that
brought in by the Norwegian steamer *Gaia*,
Captain H. Dahl, from Bangkok. Captain
Dahl reports that when off Padaran Light, on
the 19th inst. at 7 o'clock in the evening, when
in lat. 11.15 and long 102.15, he sighted four
cruisers, and three transports, undoubtedly
Russian, steaming full speed in a south-westerly
direction. All had their lights brightly burn-
ing, except the transport which brought up the
rear in the line. They did not signal the *Gaia*.

BRITISH FLEET'S MOVEMENTS UNCERTAIN.
It is significant that although the British
Fleet at Hongkong are presumably going to
Mira Bay and Wei-hai-wei nobody appears to
have any idea of their actual destination or
how long they are likely to be absent. Ad-
miral Sir Gerard Noel will himself be in com-
mand, leaving Rear-Admiral the Hon. Curzon
Howe in charge at Hongkong. Admiral Noel
was approached with the view of getting his
consentance to the opening of a Sallora's Rest
in Hongkong next week. His Excellency re-
marked that he was going to sea with the
Fleet and had no idea when he was likely to
be back—certainly not next week.

Captain D'Crus of the small local steamer
Banana, which arrived at Singapore in the
morning of the 19th inst. from the Nansha
Islands, reports sighting five British warships
at the islands, but saw nothing of the Baltic
fleet. The *Banana* left the Nansha on the 13th
and called at the Anambek.

SHIPPING AND MAILS.

German (Roon) 25th inst.
American (China) 25th inst.
Canadian (Empress of Japan) 1st prox.
Indian (Sulawesi) and prox.
The P. & O. S. N. Co.'s *Sachira* left
Singapore for this port on 21st inst. at 5 p.m.
The C. P. & N. Co.'s *Empress of India*
arrived at Singapore at 6 a.m. on 24th inst., and
will again call at this port on 24th inst., where
she will call at 10 a.m. on 25th inst.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

TROUBLE IN THIBET

CHINESE IMPERIAL RESIDENT MASSACRED.

[From Our Own Correspondent.]

Shanghai, 23rd April, 5.30 p.m.

A Chingtu dispatch states that the Imperial Resident at Thibet has been massacred, along with his whole retinue, at Batong.

[Reuter's.]

German Steamer Stopped at Mauritius.

LONDON, 23rd April.

The German steamer *Juliette* at Mauritius has been prevented from finishing coaling when it was ascertained that she was carrying stores to Kamranh Bay. The *Daily Mail* states that the English portion of her crew complain that they have been deceived and refuse to continue the voyage, preferring imprisonment.

Resignation of M. Delcassé.

22nd April.

M. Delcassé has resigned; his position was shaken at the debate in the Chamber on Wednesday; his adversaries contending that the Kaiser would never have intervened in Morocco had M. Delcassé considered German susceptibilities.

Russia.

The Congress of the Members of the Zemstovs fixed, for 7th May in St. Petersburg has been prohibited.

Crete.

The Cretan Chamber has unanimously proclaimed union with Greece, simultaneously expressing confidence in the Prince; the Deputies then swore allegiance to King George.

FIVE HUNDRED MILLS AN HOUR AT SEA.

REMARKABLE CLAIMS FOR A FRENCH PROFESSOR'S INVENTION.

Professor Andre Gambin of Paris has recently made the following startling assertions concerning a new type of steamship which he has invented—

The present method of applying power to ocean steamships is wholly wrong. I believe I have made a discovery, which will entirely revolutionise navigation. The experiments with my little models show me that a ship can be built which will travel at the rate of 500 miles an hour. It is 300 miles, roughly speaking, from England to America, and, allowing no hour for getting out of harbour, and docking the vessel, we should be able to cross the Atlantic in seven hours—passengers may breakfast in New York, and dine in London. I call it a typhoonoid or water-and-air suction boat, because the revolution of the spirals in front of the ship causes a vacuum between air and water, like that caused by the water spout of a typhoon. The resistless pressure of atmosphere and water, which has pulled many a ship into the fatal waterspout, is the very thing that will drive vessels of my type as fast as they dare go. The speed will be limited not by weight and cost of engines and coal capacity, but by the nerve of the captain and by international law.

Nothing but a falling body or a projectile has ever acquired such speed on earth, and no person could stand unprotected on the decks of my ship, and live. The resistance of the air would be like a cyclone, and would break in heavy plate glass, and rip anything in the way of a mast overboard. A wave top coming aboard would crush and kill instantly any man it struck.

For these reasons, my ships would be built like submarines, with only a low steel superstructure above the water. A very short, small smokestack, and a few small ventilators would be sufficient, on account of the enormous rush of the air.

Passengers would have little chance to view the shipping and the sea, as the portholes would show only a great rainbow of flying spray, and through this a flash of white, or a streak of black would be the only recollection of sailing vessels and steamships passed on the way. These ships will bear a roar, and see a spot of spray, looking like the storm hurled from a rotary snow plough, which will appear at one horizon, and in a minute be gone over the opposite one, leaving nothing but a streak of churned water.

To make sure of the soundness of my theory and its practicability, I made model tests, which went so far that they crossed the tank at a speed that the stop watch couldn't catch.

The model was about 7½ long and 6½ wide. A clock movement with springs produced the necessary motive power. In the first place a typhoonoid, or double spiral, 4½ in. in diameter, was placed on the driving shaft. When the clockwork started the model jumped the left of the tank in a flash of time impossible to estimate by the stop watch. An electric timing apparatus like that used in measuring the velocity of projectiles will be necessary. The model was then tried with a typhoonoid an inch longer, with apparently still greater speed, though again we could not measure it.

I have now patented the boat in almost all civilized countries, and from now on can experiment in open water and without secrecy. At present I am at work on a small sailing boat, fashioned after the model, which will hold several people, and be driven by steam.

ST. PETER'S SEAMEN'S CHURCH, WEST POINT.

On the evening of Good Friday the worshipers in the Seamen's Church had a musical treat of a high order. For some weeks past the choir, assisted by a number of friends, had been zealously practicing Sir J. Stainer's beautiful Cantata, "The Crucifixion." Under the able leadership of Mr. H. L. Stringer, a large and well-balanced choir had been got together, and on Friday evening the result of the careful work of the past few weeks was shown in the beauty and precision of their rendering of this well known Cantata. The solos were taken by Mr. R. S. Jacey, Mr. G. E. Paine, and the Rev. D. Powell Richards, R.N. Mr. H. Sykes presided at the organ. Although a number of extra seats had been provided many persons who arrived late were unable to find accommodation. The offertory which was for a fund to provide a new pipe organ for the church was a very good one.

Yesterday the church, which had been decorated with a profusion of flowers and palms, presented a very beautiful appearance. The services were bright and hearty, the large congregations joining most heartily in the Easter hymns; the anthem was "Christ our Passover" by Goss and was well rendered; the solo was taken by Master Jex. The Rev. D. Powell Richards, R.N. preached at the Evensong Service; and his sermon, an able, convincing and eloquent vindication of the truth and importance of the Resurrection of Our Lord, was listened to with the closest attention by the congregation. The offertories were for the Missions to Seamen, London, under whose auspices the work in this port is carried on and were very good.

SHIPPING JETSAM.

Another seizure of 75 tons of contraband opium was made on board the s.s. *Pulchabari* at Bangkok on the 10th inst. by the Opium Farmer. As in the previous case, the informer was liberally rewarded by the Farmer. The steamer arrived from Hongkong and Swatow.

The s.s. *Wingchait* when leaving Macao yesterday buried her nose in the mud and was, in consequence, delayed some five hours. The *Wingchait* left the wharf at Macao with a large number of excursionists, at 6.30 p.m. yesterday, and had but just got well under way when she ran into and stuck fast on a mud bank. In consequence of this, passengers did not arrive in the harbour until 3.45 a.m. to-day instead of at 11 o'clock last night.

THE TUG "ROBERT COOKE."

Mnnila bay is at last to be cleared of the old wrecks of Spanish war which have been an eyesore for so long. According to the *Manila Bulletin* the three old hulks now lying near the breakwater have been sold, one to a Hongkong firm and two to Shanghai. They are to be towed to their respective destinations by the tug *Robert K.*, of the Atlantic Gulf and Pacific Company. The *Robert K.* is one of the largest and most powerful tugboats in the Orient, the *Robert Cooke* of the Hongkong dock company being probably the only one which has any advantage over her. With the passing away of these old wrecks will be removed the last evidence in the bay of the result of that famous test of May, 1898.

THE THIRTY YEARS' WAR.

AN INDICTMENT OF THE STANDARD OIL TRUST.

For thirty years the struggle of the Rockefeller family for the mastery of the world's petroleum supply has gone on. There has just been issued in New York by Messrs. McClure, Phillips, and Co., "The History of the Standard Oil Company," by Miss Ida M. Tarbell. This lady has devoted to the study of this industrial war the same exact and passionate analysis which she applied in her life of Napoleon, and the result is to place her at a step in the front rank of American authorities on political economy.

Miss Tarbell's two volumes, in so far as we are able to judge, will remain the last word on the Oil Trust. It has had a long reign, but the minds are rushing down in the hour-glass, and this book will expedite the day of reckoning. One of the book's merits is that every name, every date, every reference, every portrait even, that may elucidate the history of this gigantic monopoly is spread before the reader. Here one may gaze on a facsimile of a page from the local directory of Cleveland, Ohio, in 1857, and find this entry:

Rockefeller, John D., bookkeeper, h. 35, Cedar.

Turn to the other end of the book, and one finds the text of the pharisaical affidavit which John D. Rockefeller swore when he was devouring "widows' houses" and Jesuitical evasions which he met the question of the various committees and commissions of his native land.

A MOUNTAIN OF EVIDENCE.

Much of the historical matter in this book is in fact familiar to those of us who have studied the career of the Trust, much of it has been referred to in our columns during the fight for safe oil. But Miss Tarbell's service to the State is that she has verified her references—she has hunted up the evidence before American commissions, the reports in newspapers, the testimony on oath and on affidavit in various lawsuits, and she has added to this a mass of private information that has poured in to her from Rockefeller's victims in every American State from California to Maine. This tremendous flood of testimony is not allowed to overwhelm the reader. The evidence is clearly marshalled, and effectively contrasted, as for instance, when we read how the pious and prayerful Mr. Rockefeller gave on oath two irreconcilable accounts of his dolage to two committees of inquiry which met within a few months of one another.

There is the same fascination about this story that clings to the career of Napoleon Bonaparte. The lawless fight for the pipeline, the scenes that attended the discovery on

the Pennsylvania oilfields of Mr. Rockefeller's earliest intrigues, the desperate assistance of the independent oilmen in his later designs—all these chapters are rich in picturesque detail, and in human interest. But behind all this melodrama there must be always in human affairs, be the moral. In the English villages one may now and then light upon a public-house sign, the "Live and Let Live." That sentiment of our simple ancestors expresses all that John Davison Rockefeller is not.

AN OGRE FOR MONOPOLY.

If the parable of the rich man and the poor man's ewe lamb had been written in Cleveland it could not have better summed up his business character. This man cannot be happy while any other human being is in the oil business and making a profit. It has become a disease, an obsession, with him—the megalomania of industrial empire. To achieve this domination Mr. John D. Rockefeller has shrunk from nothing. He has at once bribed the great and bullied the small. He has bought out where he must, and crushed out where he might. Only last week the mail brought news of the death in comparative poverty of George Rice, the independent oil refiner whom Rockefeller ruined, and who fought for 25 years a gallant fight against him.

This book is the complete answer to those of his creatures who still represent him as merely the successful business man, whose eminence has created envy. It shows with chapter and verse that his power was due in the first instance to the secret railway rebates which plundered his competitors, while he shared the loot with the railway officials. The pretence that the Standard has invented improvements in the refining and transport of petroleum is a sham. The production of naphtha, of lubricating oils, of paraffin wax, the idea of pipe lines, of tin cans, of tank railway cars, of tank steamers, all these things were invented by others. John D. Rockefeller invented nothing but the secret rebate, which enabled him to enter into other men's labors, reaping where others had sown. It is not even true, as his clique pretend, that he has reduced the price of oil to the consumer. That reduction has been due to causes with which he had nothing to do, and the careful statistical tables which this book contains prove conclusively that his double aim has always been to depress the price of crude oil, of which he was a buyer, and to keep up the price of refined oil, of which he was a seller.

BUSINESS VERSUS HUMANITY.

The Standard Oil Trust was "conceived in sin and shapen in iniquity." Even to-day it cannot hide its fatal birthmark. We know how it has been scattering money in Romania to obtain a footing in its oil-fields. We know how it juggled with the flash-point in White-hall in order to fill its blood-stained coffers. Miss Tarbell tells us how in America it follows the smallest oil-peddler from door to door, underselling him if he gets oil from any other source. She prints facsimiles of reports obtained by the consistent bribery of railroad freight clerks, disclosing to the Standard how much oil the independent refiners send into a particular district, and who gets it. She prints the letters from Standard district agents threatening oil retailers with ruin if they sell "independent oil." Here is another illuminating sentence:—

"It is a common enough thing, indeed, in European capitals to run across high-class newspaper correspondents, Con uls, or business men, who add to their incomes by private reporting for the Standard Oil Company."

With memories of Prof. C. F. Chandler's "holiday" appearance before the Petroleum Committee, of the Hon. R. P. Porter's meteoric career as a political economist in this country, we can quite believe that is so. Miss Tarbell says that in many of the American State Legislatures the first person pointed out to the visitor is the lobbyist of the Standard Oil Trust. We could point them out in the lobbies and committee-rooms of the House of Commons, too, but here they always appear as the representative of some association which is merely a Standard alias.

Miss Tarbell brings out, we are glad to see, how utterly opposed the methods of the Standard Oil Trust are to the canons of honest business life. "It is no part of honest business methods to bribe railway servants to give you a secret rebate that will enable you to ruin your competitor, or to supply you with details of his shipments, or to do the other hundred underhand, mean tricks by which Mr. Rockefeller has made a profit of £9,000,000 per annum. If these are honest business men, then Capt. Kidd was a peaceful trader. One hopes there will soon be an English edition of Miss Tarbell's book, for the moral that it enforces is applicable to both hemispheres.—Ez.

THE NAME "SINGAPORE."

A Dutch friend writes with regard to the current discussion as follows: It is certainly news to most of us that there are other Singaporeas than ours. Perhaps Mr. Shellabear, with his very large knowledge of the Malay and allied languages, might care to discuss the point a little further.

Sir,—Referring to all the correspondence about the origin of Singapore, it may be interesting to know that there are more places of that name. The capital of the little island of Bawean, where our Boyan Sycas came from situated in the Java Sea, is called *Singapore*. I am sure no lion, either looking like a lion or a goat has ever been in the neighbourhood there. It is evidently meant there at any rate for "Port of Call" and there are, I am informed, more places of that name in the N. I. Archipelago.

Have ever lions been known to exist as far South as the Malay Peninsula? Is it not more probable that, even if this Singapore is meant for *Lion City*, that it has merely been given to it as a title of grandeur with a view to its future development. Same as a place might be called the *golden city* or *such like name*.

As a Malay name, the meaning of a "Port of Call" would seem the more probable.—S. P. F.

HISTORIC TALK.

WHAT NOGI AND STOESEL SAID TO ONE ANOTHER AT PORT ARTHUR.

There is possible harm can result from the publication of official statements, the Japanese authorities are as communicative as in other circumstances they are secretive. Thus, the official record of the Russo-Japanese war at present consists of meagre despatches concerning warlike movements and engagements and voluminous documents recording minor events. Whereas the greatest battle of all time is recounted in despatches totalling two or three hundred words, the account of the conversation between General Stoessel and General Nogi after the capitulation of Port Arthur extends to a matter of several columns.

It is, however, by no means without interest, as an English translation which appears in the Japanese newspapers will show. General Nogi first of all sent a message to his fallen foe, arranging for the interview at Shushiyung, and sending him at the same time a gift of thirty fowls, a case of champagne, and some wine.

When the historic meeting was held General Stoessel came to the appointed place, accompanied by a number of his staff officers, all in full dress. After mutual cordial greetings, the following conversation took place:—

General Nogi: "We have both maintained hostilities for the sake of our respective countries. But the fighting has now come to an end and I am extremely delighted to meet your Excellency."

General Stoessel: "I have defended the fortress on behalf of my fatherland. But now that the capitulation has been effected, I deem it a great honour to be thus afforded an opportunity of holding an interview with your Excellency."

COURTEOUS CONSIDERATION.

General Nogi: "His Majesty the Emperor of Japan has been pleased to appreciate the invaluable services rendered by your Excellency to your fatherland. I am in receipt of an order from His Majesty that your Excellency shall be accorded all military honours."

General Stoessel: "I deem it the greatest honour to receive such consideration from His Majesty the Emperor of your country. I desire your Excellency to tender my profound gratitude to his Majesty."

General Stoessel then introduced his staff officers to General Nogi, and the latter his to General Stoessel. A free conversation then ensued. The Russian commander highly praised the Japanese artillery for their excellent gunnery during the bombardment of the Ehrenghofen and Jungshushan Forts towards the close of the siege, and asked the name of their commander.

General Stoessel also extolled the sappers as unrivalled in unbending courage and burning enthusiasm in the discharge of their duties. He also referred to the wonderful efficiency of the trench guns, and stated that they had rendered all the Russian defence programme abortive.

In response to this, General Nogi expressed his high opinion of the matchless power of resistance displayed by the Russians and their elaborate defensive measures.

Here General Stoessel, in a serious voice, addressed General Nogi thus: "I learn that you have lost your two sons during the engagements in this direction. I sincerely sympathise with you in your bereavement."

In reply the Japanese commander said: "I am glad that their death was one worthy of the warrior. My elder son was killed at Nanshan, and the younger at 203-Metre height. Born of a military family, they must have been content with the glorious fate that befell them on the battlefield."

GENERAL NOGI'S SONS.

General Stoessel rejoined thus: "You are really a great man. You think nothing of the loss of the greatest happiness in life, but are satisfied at the worthy fate that has overtaken your two sons. We can hardly hope to imitate you."

Asked by General Nogi whether he had children or not, General Stoessel said: "I have a son who is an officer of the Imperial Guards. He is now at St. Petersburg, and will not take part in the present campaign."

Continuing General Stoessel said: "I have two charges, one of Arabian and the other of Austrian stock. I have ridden here on the former, and I shall be glad if you will inspect it. It is a beautiful animal, and I intend to present it to you as a souvenir of the present occasion. I shall be greatly obliged if you will accept my humble gift."

General Nogi said: "Many thanks for your kindness. Please hand over the animal to our Commissioner and I will then, through the proper channel, take it into my own possession. I shall keep it as long as it lives, so that I may carry out your wishes."

FOES MAY BE FRIENDS.

General Stoessel: "No matter the process of transfer, I shall be very much pleased if the animal eventually falls in your own hands."

General Nogi pointed out that there were numerous Russian graves scattered all over the country, and he suggested that the remains be collected together and reinterred in one spot.

General Stoessel thanked General Nogi for the suggestion, and stated that south-west of the North Fort of Tungki-Kwan-shan there was a hill called Roman (?) Hill, which had been named after the late General Kondachenko. On this hill the remains of the latter general and his staff officers, eight in all, were buried, the party having been killed by a Japanese shell which struck the North Fort. He hoped, therefore, that the graves of these officers would be preserved.

General Stoessel then stated that during the North China campaign of 1900 he co-operated with the late General Baron Yamaguchi Major-General Fukushima, and other officers of the Japanese contingent, and was therefore fully aware of the fighting capacities of the Japanese troops. He regretted that Japan and Russia had come into collision, but hoped that the two nations would be allied in the near future.

General Nogi humorously remarked that should General Stoessel's wish be realised the allied forces would present a peculiar appearance, the Russians being remarkably large and the Japanese rather small in stature.

General Nogi said that when the war was over he should be glad to meet General Stoessel again and expressed a hope that peace would speedily be restored.—Ez.

A TRIP TO MACAO.

LANDING REFUSED.

Yesterday morning a launch on entering the harbour hailed a police boat and reported that there was a suspicious character as a passenger on board. The matter was referred to Inspector Langley, and inquiries were at once set on foot, a Chinaman, with many affairs, being detained at the police station meanwhile. Subsequently it transpired that the detained man was the accountant in a firm in which his father and uncle are partners. Some days ago the father, having business which called him to Canton, where he expected to remain for some time, told his son to look after his interests and work well in conjunction with his uncle, during his absence in Canton. The father went to Canton on Wednesday, and a few days after the son disappeared, and \$2,000 was soon afterwards found to be missing. No report was made to the police of these coincidental disappearances. It is then alleged that the son, after securing the \$2,000, in small notes and cash, chartered a launch and went to Macao, but on arrival the authorities refused to allow him to land, as he had no papers, and could give no satisfactory account of himself, or reason for visiting the neighbouring Portuguese colony. The man said he could give references, and referred the authorities to a firm with which he said he had business relations, and to the members of which he was well-known. Inquiries elicited the fact that there was no such firm in the colony, and as he was regarded as a suspicious character, he was ordered to return to Hongkong, the launch-master being instructed to see that he did so. The man then hailed out a big roll of bank notes saying he was a substantial business man, and protesting against this summary deportation. The authorities, however, were unconvinced, and the man had no option but to return to Hongkong. But the launchman, seeing that their passenger was refused a landing—in Macao, while he was in possession of so large a sum of money, became suspicious, and while promising to land him at the wharf, made up their minds to report the matter to the police as soon as they entered the harbour. This they did, and the above revelations followed. The man was accordingly arrested, and about \$1,900 was found in his possession. This morning Inspector Langley placed him before Mr. F. A. Hazeland, at the Magistracy, when the case was remanded for the collection of evidence, the charge being one of robbery by a servant. It is suggested that the man had been gambling, and, losing heavily, being afraid to tell his father took this means to pay his "debts of honour" at his father's and uncle's expense.

THE EARTHQUAKE IN INDIA.

TERRIBLE SCENES.

News has been received from Palampur of the destruction of that place, but no details are forthcoming. The Subadar Major of the 1st Battalion Gurkhas, one of the survivors of the Dharmsala disaster, who passed through Amritsar to-day, confirms the report that over four hundred Gurkhas have been killed. A respectable native gentleman from Lahore had gone Kangra to ascertain the fate of his parents, who resided there. He has returned to-day with this crippled brother, who had a marvellous escape. The young man was thrown into the fireplace, in the chimney, by the shock, and thus saved from being crushed to death, while the other members of his family perished in the ruins. His appearance indicates that his nervous system has been completely shattered. He had a stupid, dazed expression in his eyes, and looked a half-starved, pitiable object. The native gentleman reports that hundreds of dead bodies are rotting amidst the ruins, and that the horrible stench around is unbearable. He gave an account of all the horrors to Lord Kitchener and the Commissioner of Lahore, at Shahpur, and disinfectants in large quantities have now been ordered to be despatched to Dharmsala and Kangra. He saw scores of helpless men, women and children with fractured skulls, broken limbs and mangled bodies, crying pitifully for bread and for help; but there was none to give relief. The few survivors with emaciated bodies and hungry, cadaverous looks were diligently fishing for food in the debris around, but they found very little fit to eat. To augment the misery of the sufferers the weather has been very stormy in the Kangra valley. Since yesterday there was severe lightning accompanied by peals of thunder, and heavy showers of rain have fallen. This will entail more acute suffering on the hapless victims, who are lying by the hundred without shelter in the open air, and the effects of the rain on the thousands of corpses buried in the ruins may well be imagined. Telegraph stores and provisions for the working parties employed in repairing the telegraph line were sent up to Shahpur yesterday, and troops and the Government Mule Transport Corps have been despatched to Pathankot by special train to-day.

COMMERCIAL.

FREIGHT.

Messrs. Lamke and Rogge, in their circular of Friday's date, state:—

This issue is a day earlier than usual, tomorrow being Good Friday.

The freight market has remained in much the same position as last reported, though actual chartering has been confined to a somewhat smaller compass, than during the preceding fortnight.

Business from Saigon to this has continued devoid of animation, and only two settlements have come to pass on basis of 13 cents per picul. The local rice market, after some slight signs of improvement, has relapsed into stagnation, and grain prices at Saigon, although lower than heretofore, will have to recede yet to render fresh chartering possible.

The most noteworthy feature of the period under review has been the strong inquiry for prompt vessels to load Saigon to Philippines ports, and several charters were drawn at figures ranging from 30 to 35 cents per picul. The demand continues unabated, and closing

rate may be quoted 33/34 cents, i.e., for boats only, that are in a position to leave Saigon latest on the 1st prox. On cargoes in vessels departing later, the new import duty, alluded to in our last circular, will be levied by the Philippine authorities.

No transactions Saigon/Java have been reported, neither from Java to this. From Saigon to Japan only one fixture is on record, that of a small carrier at 33 cents per picul. Quite latterly the enquiry appears to have temporarily stopped, operators and owners likewise, with the appearance of the Baltic Squadron in Eastern Waters, evincing a certain hesitancy in entering upon fresh engagements in that direction.

Grain in Bangkok is reported in good supply, and as soon as the local rice market has recovered from its present sluggish state, outside tonnage will in all probability get a chance to chip in. Berth rates are firm at 30/33 cents.

Wharf rates from here to Chafsoo and Newchwang have been well maintained, 30 and 30 cents respectively, being still held out for prompt boats, no improvement is noticeable, as far as return freight is concerned, in every other direction; however, so latest Shanghai advices have it, the market is fairly active and rates are following an upward tendency.

Only one charter has been brought about Moji to this at \$1.40 per ton, and this rate is quoted at the close.

On time basis the fixture has been concluded of a small Norwegian steamer for a short term to cover a special requirement.

To-day's Advertisements.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA," FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, 24th April, 1905. (12)

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 27th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 24th April, 1905. (1505)

Intimation.

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS

By Appointment to H.M. THE KING and H.M. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Grocers.

(16)

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	26th April.
GLASGOW and LIVERPOOL	"MOYUNE"	26th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	22nd May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Calchas" and "Moyune" left Singapore a.m. on the 21st instant, and may be expected to arrive here on the 26th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April, Noon.
AMSTERDAM, LONDON & ANTWERP	"JASON"	6th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	23rd June.

* Taking Cargo for Liverpool at London Rates.

S.S. "Kaisow" left Shanghai at daylight on the 21st inst., and may be expected to arrive here on the 24th.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO	"SUNGLIANG"	25th April.
MANILA and CEBU	"TAMING"	25th "
KOBE	"TSINAN"	25th "
CEBU	"SINGARA"	26th "
TSINGTAO, CHEFOO and TIENTSIN	"KANSTU"	26th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"ATHOLL"	4483	Bahle	NEW YORK	15th May, 1905.
"NORDPOL"	4483	Schuldt	"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4370	Brehmer	April 27th, 1905.
"ARABIA"	4483	Bahle	May 11th, "
"ARAGONIA"	4483	Schuldt	May 30th, "
"NICOMEDIA"	4370	Wagner	June 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First-Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4

Meals\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SWATOW, CHEFOO and TIENTSIN.	ESANG	TUESDAY, 25th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA.	NAMSANG	WEDNESDAY, 26th April, 3 P.M.
SHANGHAI	AMARA	THURSDAY, 27th April, 4 P.M.
MANILA	YUENSANG	FRIDAY, 28th April, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 24th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER,"

Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL,"

FROM LIVERPOOL AND GLASGOW.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th April will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 16th April, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.

"SAGAMI" 22nd May, 1905.

"HINDUSTAN" 6th June, "

"ERROLL" following.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WINGCHAI,"

Captain T. AUSTIN, R.M.R.

T.H.S. Steamer departs from Hongkong on

Week Days, at 8 A.M., and on Sun-

days at 8.30 A.M. Departs from Macao on Week

Days at 2.30 P.M., and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single

Ticket, \$1; Return, \$2; 3rd Class, Single, 30

cents, Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied

either on board, or at the Macao Hotel, for

returning passengers only, at an extra charge

of \$1.

On Sundays, passengers desiring to have a

Private Cabin which has accommodation for

two or more passengers, will be charged \$3

extra.

First Class Passengers, who do not care to

return on the Excursion Sunday, will be allowed

to do so the following day (Monday) on pro-

duction of the Return Half Ticket. Should

the Steamer not run on the Monday, owing to

the Boiler cleaning, due notice will be given

by the Captain, and the Half Ticket will be

available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the

Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAMAYO,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where, each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 21st instant, at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

This Vessel brings on port Cargo of S.S. *Verona* from New York.JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Himalaya* and *Bengal*.From Australia, ex S.S. *Marmora*.From Calcutta, ex S.S. *Sardaria*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th April, 1905.

Consignees.

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"LANGBANK,"

Captain Rout, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 21st April, 1905.

"SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"PINNA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, at 2 P.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 19th April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 22nd instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th April, 1905.

S.S. "DUMBEA."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex

S.S. *Dardani* and *Adur*, from Havre exS.S. *Adour*, and from Bordeaux ex S.S. *Ville de**Cette* and *Ville de Valenciennes*, in connection

with above Steamers, are hereby informed that

Shipping.

Arrivals.
 Rajpoot, Br. s.s., 3,095, Geo. Craig, 21st April—Molli 15th April, Coal—J. M. & Co.
 Nubia, Ger. s.s., 2,030, G. Habel, 21st April—Molli 15th April, and Swatow 21st, Gen.—H. A. & Co.
 Chong, Ger. s.s., 1,015, F. Spiesen, 22nd April—Bangkok 15th April, Rice, &c.—B. & S.
 Jacob Diederichsen, Ger. s.s., 623, B. Ohlsen, 22nd April—Fakhoi and Hoihow 21st April, Gen.—J. & Co.
 Hardinge, Br. s.s., 2,076, Comdr. Hewett, 22nd April—Karachi 7th April, and Singapore 18th, Ballast—Government.
 Hindustan, Br. s.s., 1,338, P. A. Appleton, 22nd April—Manila 19th April, Gen.—D. & Co., Ltd.

Mongolia, Am. s.s., 3,750, W. P. S. Porter, 23rd April—San Francisco 18th April, Honolulu 18th, Yokohama 18th, Kobe 18th, Nagasaki 18th, and Shanghai 21st, Mail and Gen.—P. M. S. Co.
 Loongmoon, Ger. s.s., 1,500, Kalmann, 23rd April—Wuhu and Chinkiang 19th April, Gen.—S. & Co.
 Glenfalloch, Br. s.s., 1,434, R. Pentney, 23rd April—Singapore 17th April, Gen.—Joo Tek Sang.
 Auchinard, Br. s.s., 2,350, Crowder, 23rd April—Kuchinotsu 17th April, Coal—M. B. K.

Nunamatta, Ger. s.s., 2,803, H. Brehmer, 23rd April—Portland and Molli 18th April, P. & S. Co.
 Humber, Br. s.s., 1,640, P. M. Riadore, 23rd April—Singapore 18th April, Gen.—S. & Co.
 Waterwitch, Br. s.s., 1,620, R. W. Gleadow, 23rd April—Singapore 18th April, Gen.—S. & Co.
 Diomed, Br. s.s., 1,405, J. Young, 23rd April—Liverpool via Singapore 16th Mar, Gen.—B. & S.
 Geca, Nor. s.s., 625, H. Dahl, 23rd April—Bangkok 16th April, Rice and Rice-flour—Chinese.

E-Sang, Br. s.s., 1,127, S. J. Payne, 23rd April—Canton 22nd April, Gen.—J. M. & Co.
 Banca, Br. s.s., 5,995, J. B. Ferguson, 24th April—Singapore 18th April, Gen.—P. & S. Co.
 Maria Valeria, Aust. s.s., 2,643, P. Berberovich, 24th April—Trieste 28th Feb, and Singapore 17th April, Gen.—S. W. & Co.
 Kalsow, Br. s.s., 2,320, W. H. Torville, 24th April—Shanghai 21st April, Gen.—B. & S.
 Dufferin, Br. transport, 3,966, A. J. G. Piffard, 24th April—Bombay 11th April, Govt. Stores—Government.

Capila, Br. s.s., 1,309, R. Barger, 24th April—Barry 3rd Mar, Coal—Order.
 Senegambia, Br. s.s., 2,663, Z. Zaburg, 24th April—Singapore 18th April, Gen.—H. A. L.
Departure.
 April 23.
 Pinna, for Shanghai.
 April 24.
 Ocean, H.M.S. battleship, for Mira Bay.
 Centurion, H.M.S. battleship, for Mira Bay.
 Bonaventure, Br. cruiser, for Mira Bay.
 Hogue, Br. cruiser, for Mira Bay.
 Halibut, for Canton.
 Loongmoon, for Canton.

Per Diomed from Singapore—179 Chinese.
Per Glenfalloch from Singapore—495 Chinese.
Per Maria Valeria from Singapore—Mr. and Mrs. Franz, a d. 268 Chinese.
Per Dufferin from Bombay—Major and Mrs. Soddy, Major Hall, Capt. Davidson, Lieut. Combs, Hodge, Howard, McClellay, Ralston, and Brown, Bandmaster and Mrs. Heymans and 4 children, Mrs. Lacey and 3 children, 15 Native Officers, 773 N. C. O. and men, and 68 Followers.
Per Mongolia from Shanghai—Mr. H. C. Banton, Dr. G. E. Chamberlain, Mr. Laug Chusson, Mr. and Mrs. C. E. Dickenson, Messrs. H. Elder, H. F. Finkenhorff, Lee Kai, J. P. Lawler, Comdr. and Mrs. J. H. Rohrbacher, U.S.N. Mr. R. Middleton, Mr. and Mrs. J. H. Morse, Mr. K. P. Regan, Mr. and Mrs. Carson Taylor, Mr. and Mrs. G. E. Dow, Miss Dow, Mr. and Mrs. J. H. Crane, Misses Dorothy Patterson, E. V. Richards and D. Miller, From Honolulu—Mr. and Mrs. E. M. Holbrook, and Mr. A. L. Young, From Yokohama—Mr. W. H. Bremer, From Kobe—Mr. H. H. Ewing, Mrs. J. Frohman, Mrs. Ma. Shih Pan and 4 servants, and Mr. Mar CSI Hing, From Nagasaki—Messrs. J. Tate, D. Robertson, and MacLaren, From Shanghai—Messrs. P. L. Higginson, D. J. Jankovits, J. Schoeller, and Mrs. C. E. Grosvenor.

Shipping Report.
 Str. Mongolia from Shanghai—Strong NE winds, rain and heavy.
 Str. Loongmoon from Wuhu—Strong NE'ly wind, with rain during the voyage.
 Str. Auchinard from Kuchinotsu—Moderate breeze NE and hazy weather, with moderate sea.
 Str. Banca from Singapore—Last 24 hours, fresh E wind and considerable NE'ly sea and swell, previously fine and calm.

Str. Glenfalloch from Singapore—Light to moderate S'ly winds to 200 miles of port, from thence strong NE winds, high sea, overcast, and showery.
Str. Nunamatta from Molli—NW'ly winds and rough sea, cloudy weather all day, one Chinese dromedary and two ponies put overboard before entering Formosa strait.

Vessels in Port.
Steamers.
 Borneo, Ger. s.s., 1,344, E. Mable, 15th April—Sandakan 10th April, Timber and Gen.—M. & Co.
 Coningsby, Br. s.s., 2,157, Chas. E. Topp, 17th April—Cardiff and Feb, Coal—Mr. Samuels.
 Dott, Nor. s.s., 629, J. Glenne, 19th April—Sourabaya 8th April, Sugar—Yuan Fat Tong.
 Germadale, Ger. s.s., 1,713, J. Peterson, 21st April—Haiphong and Hoihow 20th April, Gen.—J. & Co.
 Hallen, Fr. s.s., 377, L. Anderson, 22nd April—Fakhoi and Hoihow 21st April, Gen.—A. R. M.
 Isleworth, Br. s.s., 1,716, Cox, 18th April—Salgon 14th April, Rice and Gen.—D. & Co., Ltd.
 Leong, Br. s.s., 2,935, J. W. Rout, 21st April—Singapore 14th April, Gen.—H. A. L.
 Macleod, Ger. s.s., 950, Hargis, 21st April—Bangkok via Swatow 15th April, Rice and Timber—B. & S.
 Madeleine Rickmers, Ger. s.s., 1,657, D. Reimers, 19th April—Bangkok 12th April, Rice and Meal—M. & Co.
 Nam Sang, Br. s.s., 2,591, Geo. Payne, 15th April—Calcutta 1st April, via Penang and Singapore 9th April, Gen.—J. M. & Co.
 Sait, Hainan, Br. s.s., 2,707, McKee, 14th April—Cardiff 15th Feb, Coal—Order.

Visitors at the Hotels.
Atcock, E. F. Louder, Mr.
Atkinson, R. D. Martin, R.
Beattie, J. M. Moxon, Mr. and Mrs.
Beattie, M. F. Herbert
Beattie, Capt. Mueller, J.
Beattie, Mr. and Mrs. Oliver, Mr. and Mrs.
Bonney, Col. and Mrs. Illia, F. B.
C. F. W. and children O'Neill, Mr. and Mrs.
Chickster, Major and Mrs. Painter, Maj. and Mrs.
Mrs. A. A. Parker, R. N. A. R.
Courtney, G. Parker, Mrs.
Dixon, Mr. Parry, Major
Dymock, Lieut. A. Phillips, Major
Fitzwilliams, Capt. Pollock, K. C., Mr.
Gales, Capt. Rymer, Mr. and Mrs.
Grant, A. R. Sawyer, Mrs.
Griffin, Dr. and Mrs. Sinclair, A.
Hallingsworth, Mr. and Mrs. Smith, C. W.
Harker, B. Brotherton Smith, A. Findlay
Hassan, Mr. and Mrs. Smith, Mr. and Mrs.
Haydon, Col. Spackman, W. O. C.
Haysland, F. A. Steen, M.
Helford, Mr. and Mrs. Story, Mr.
Hett, Mr. and Mrs. Thompson, Mr. and Mrs.
F. Tager Uffell, W. W.
Holborow, Mr. Vando, Gordon
Hudig, D. Watkins, R. E., Capt.
Jeffries, H. U. Watkins, R. E., Capt.
Joseph, Mr. and Mrs. White, Dr. and Mrs.
Josling, Major C. L. White, Dr. and Mrs.
Kaye, Major and Mrs. White, Dr. and Mrs.
Legg, Mr. White, Dr. and Mrs.

Sailing Vessels.
 A. G. Roper, Am. ship, 2,302, D. H. Riners, 16th Mar.—Philadelphia 16th Oct., 1904, Case Oil—S. O. Co.
 Forrest Hall, Br. ship, 1,001, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum—S. O. Co.
 S. P. Hitchcock, Am. ship, 2,085, E. V. Gates, 22nd Mar.—from New York, Oil and Wax—S. O. Co.
 West York, Br. bq, 720, W. J. L. Fosta, 15th April—Newcastle 15th Jan, Coal—E. A. T. Co.

Steamers Expected.
Vessels From Agents Due
 Roon Singapore M. & Co. April 25
 China Manila P. M. Co. April 25
 Claverburn Manila S. T. & Co April 25
 Calchas Singapore B. & S. April 26
 Moyuna Singapore B. & S. April 26
 Elita Nossack Singapore P. & S. April 26
 Socotra Singapore P. & S. April 26
 Tjinhah Macassar C. J. J. L. April 27
 Emp. of Japan Vancouver C. P. R. Co. May 1
 Suisang Calcutta P. & S. Co. May 2
 Analia Portland P. & S. Co. May 3
 P. Sigismund Sydney M. & Co. May 3

Hongkong & Whampoa Dock Returns.
 Kooniam at Kowloon Dock.
 Ithaka " " " " " "
 Erna " " " " " "
 Fatshan " " " " " "
 B. Bjornsen " " " " " "
 Singora " " " " " " Cosmopolitan

Ships Passed The Canal.
 Outward—25th March—Glenfalloch, 28th April—Bantia, Suez, 28th April—P. M. S. Co. 28th April—Arcadia, Calcutta, Yunnan, 4th April—Denmark, C. Ferd. Laetia, Nippon, Socotra, Dandakaira, Saitama, Agincourt, Yanhai, Roon, Marston, W. H. 7th Apr.—R. S. S. Simon, Verona, 8th April—India, Mowat, St. Ebert, 14th April—Kintuck, Charles, Trava, Tibergien, Athens, Welton, Sefang, 15th April—Ningchow, Maniaua, Palermo, Alimere, Sultaur, 18th April—Andalucia, Bayern, Benlmond, Brigavia, Sambla, Tige, Stintor, March, St. George.
 Homeward—28th March—Ras Issa, 1st April—Caledonia, Deucalion, Praxinos, Alice, 15th April—St. Hugo, 15th April—Japan, 18th April—Ozantian, Perla, Richmond Castle, 18th April—Buenos Aires, 18th April—Alaska, Baralong, Glenlogan, Seneca.

Arrivals at Home—25th March—Himalaya, 28th March—Glacius, 31st March—Java, 1st April—Calle, Ambria, Croydon, China, Sachsen, 4th April—Aster, 8th April—Ghana, Caladonia, 11th April—Idomeneus, 15th April—Buenos Aires, 18th April—Alaska, Baralong, Glenlogan, Seneca.

Post Office.
 A Mail will close to:—
 Molli, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Tremont, 25th April, 11 A.M.
 Shanghai, Yokohama and Kobe—Per Maria Valeria, 25th April, NOON.
 Macao—Per Hongkang, 25th April, 1.15 P.M.
 Manila—Per Sunkiang, 25th April, 3 P.M.
 Kobe—Per Taiman, 25th April, 3 P.M.
 Tsingtau, Cheloo and Tientsin—Per Kanai, 25th April, 3 P.M.
 Swatow, Cheloo and Tientsin—Per Kanai, 25th April, 3 P.M.
 Cebu—Per Taiman, 25th April, 3 P.M.
 Kudat and Sandakan—Per Dorner, 26th April, 8 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per Tartar, 26th April, 11 A.M.
 Singapore, Penang and Calcutta—Per Nam-tang, 26th April, 2 P.M.
 Shanghai—Per Amara, 27th April, 3 P.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 28th April, 11 A.M.
 Manila—Per Zoffi, 29th April, 9 A.M.
 Frederick, Wilhelmshafen, Herberhschoke, Matupi, Brisbane, Sydney and Melbourne—Per Prinz Wildemar, 2nd May, 10 A.M.
 Europe, etc.—Per Taiman, 2nd May, 10 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.
Mails for Namtau, Sanhue, Kongmoon, Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.
No mail will be closed for Canton on Saturday evening.

CHINA COAST METEOROLOGICAL REGISTER.
 April 21st, 1905, A.M.
 Bar. Th. Hu. Wind Wt.
 Vladivostok, 7 a.m. — — — — —
 Nemuro, 6 a.m. 30.04 — — — — —
 Hakodate, 5 a.m. 29.93 — — — — —
 Tokyo, 4 a.m. 29.71 — — — — —
 Kochi, 3 a.m. 29.28 — — — — —
 Nagasaki, 2 a.m. 29.44 — — — — —
 Kagoshima, 1 a.m. 29.44 — — — — —
 Oshima, 12 a.m. 29.66 — — — — —
 Naha, 11 a.m. 29.74 — — — — —
 Ishigakijima, 10 a.m. 29.74 — — — — —
 Taihoku, 9 a.m. — — — — —
 Taichu, 8 a.m. — — — — —
 Keelung, 7 a.m. — — — — —
 Pescadores, 6 a.m. — — — — —
 Weihaiwei, 5 a.m. 29.80 44 — — — — —
 Gutiaf, 4 a.m. 29.88 70 71 S 5 omp
 Sharp Peak, 3 a.m. 29.84 67 95 NW 2 c
 Amoy, 2 a.m. 29.87 70 95 NW 1 c
 Swatow, 1 a.m. 29.87 70 95 NW 1 c
 Canton, 12 a.m. 29.84 67 95 NW 2 c
 Hongkong, 10 a.m. 29.84 70 95 NW 1 b
 Victoria Peak, 9 a.m. 29.91 — — — — —
 Gap Rock, 8 a.m. 29.91 — — — — —
 Macao, 7 a.m. 29.91 77 — — — — —
 Haiphong, 6 a.m. 29.96 85 65 NW 1 b
 Manila, 5 a.m. 29.96 85 65 NW 1 b
 Bacolod, 4 a.m. 29.96 85 65 NW 1 b
 Cebu, 3 a.m. 29.96 85 65 NW 1 b
 C. St. James, 10 a.m. — — — — —

CHINA COAST METEOROLOGICAL REGISTER.
 April 22nd, 1905, A.M.
 Bar. Th. Hu. Wind Wt.
 Vladivostok, 7 a.m. — — — — —
 Nemuro, 6 a.m. 29.69 — — — — —
 Hakodate, 5 a.m. 29.73 — — — — —
 Tokyo, 4 a.m. 29.83 — — — — —
 Kochi, 3 a.m. 29.79 — — — — —
 Nagasaki, 2 a.m. 29.95 — — — — —
 Kagoshima, 1 a.m. 29.92 — — — — —
 Oshima, 12 a.m. 30.01 — — — — —
 Naha, 11 a.m. 30.01 — — — — —
 Ishigakijima, 10 a.m. 30.01 — — — — —
 Taihoku, 9 a.m. — — — — —
 Taichu, 8 a.m. — — — — —
 Keelung, 7 a.m. — — — — —
 Pescadores, 6 a.m. — — — — —
 Weihaiwei, 5 a.m. 29.94 47 — — — — —
 Gutiaf, 4 a.m. 29.98 51 85 E 1 b
 Sharp Peak, 3 a.m. 29.98 51 85 E 1 b
 Amoy, 2 a.m. 29.99 61 85 E 1 b
 Swatow, 1 a.m. 29.93 61 85 E 1 b
 Canton, 12 a.m. 29.93 61 85 E 1 b
 Hongkong, 10 a.m. 29.93 61 85 E 1 b
 Victoria Peak, 9 a.m. 29.93 61 85 E 1 b
 Gap Rock, 8 a.m. 29.93 61 85 E 1 b
 Macao, 7 a.m. 29.93 61 85 E 1 b
 Haiphong, 6 a.m. 29.93 61 85 E 1 b
 Manila, 5 a.m. 29.93 61 85 E 1 b
 Bacolod, 4 a.m. 29.93 61 85 E 1 b
 Cebu, 3 a.m. 29.93 61 85 E 1 b
 C. St. James, 10 a.m. — — — — —

HONGKONG.
 Auslan, W. Mc. Kemp, H. H.
 Beattie, J. M. King, Mr. and Mrs. W.
 Benham, U.S.A. Maj. Lee, H.
 and Mrs. H. H. Lewis, A. R.
 Bingham, Mr. & Mrs. Macaulay, Dr. and Mrs.
 T. E. and child
 Birbeck, R. J. MacKie, A.
 Bissell, W. S. Madrig, C. A.
 Blancy, S. Malgroy, M.
 Blair, D. K. Manlon, J. W.
 Bogan, Mr. and Mrs. Marriot, Dr. O.
 and infant McAras, T. P.
 Bonner, E. A. McGunnagle, G. H.
 Bonwick, Mrs. R. W. Miller, P. L.
 and child
 Bowden, K. R. Moir, Mrs. A. E.
 Broadly, L. Moir, Mrs. W. M.
 Buck, Hart. Moon, Mr. & Mrs. R. M.
 Canon, of Caldoro, Mrs. Mrs.
 Baron E. R. and family
 Cartwright, S. W. Navigation, A. G.
 Clark, Hon. Dr. Francis Malbury, E.
 Clark, T. Ordale, Mr. and Mrs.
 Cunningham, G. J. T. van
 Davies, F. O. Farid, W.
 Davies, Mrs. J. T. Eaton, J. W.
 Deacon, F. B. Perkins, Mr. and Mrs.
 Douglas, Capt. & Mrs. T. L.
 Downing, Mr. and Mrs. Fallow, Mr. and Mrs.
 T. C. J. T.
 Edwards, G. H. Platt, E. V.
 Edwards, H. T. Rancey, F. O.
 Elmore, Mrs. Rancey, Mrs. F. O.
 Farrow, Mr. and Mrs. Rancey, Mrs. J. S. and
 C. J. child
 Felvus, C. P. Robson, F. T.
 Ferguson, J. W. H. Smyth, Mr. and Mrs. F.
 Fordham, Mr. and Mrs. Skott, O.
 W. A. Smith, M. C.
 Freaker, E. H. Smead, E. A.
 Gilson, E. C. Snowdow, Geo. F.
 Glover, C. Somerville, M.
 Gove, Capt. A. E. Soper, C. H.
 Grant, A. W. Stein, A. L.
 Gray, H. C. Strathairn, J. B.
 Hall, Capt. T. Thornborough, J.
 Hall, U.S.A., Lt. H. H. Torney, Miss
 Haly, T. C. Torney, Miss J.
 Hanson, J. Torney, Mrs. A.
 Harding, R. Trinnell, W. D.
 Harrison, A. Walker, K.
 Hawley, J. C. Weale, A. G.
 Hetherington, Miss Wemyss, J. L.
 Hunt, R. N., Engineer. Wolfson, J. H.
 Capt. Wolfson, Miss M.
 Ingenohl, C. Woolmer, Mr. and Mrs.
 Innes, Capt. R. C. E.
 Jamieson, Miss Wright, Mrs. R. J. L.
 Kandler, Y. and family
 Keen, Mr. and Mrs. Ziegler, K.
 F. G.

CRATICEBURN.
 Burnett, H. J. O. Smith, E. Grant
 Dann, G. H. Smith, Mr. and Mrs.
 Franklin, G. Grant
 Gaskell, Mr. and Mrs. Smith, H. Percy
 Morrell, G. E. Webb, Mr. and Mrs.
 Nicholls, E. A. Montague
 Riadore, R. N., Lieut. Woodward, Mr. & Mrs.
 Commander & Mrs. and children

ACCIDENTAL.
 Andrews, Mr. and Mrs. Marchant, Capt.
 and family Martin, Mariano
 Bockelmann, L. McGill, Mrs. and
 Bohlin, O. children
 Chandler, Lieut. Moser, E.
 Fisher, R. Munro, Miss A.
 Gerard, Capt. J. C. Penelather, Mrs.
 Haily, Major M. R. Piggott, Dr.
 Kerkhoven, Mrs. Pines, Shinio Lopez
 family
 Key, Dr. Schilder, Mr. and Mrs.
 Knig, Dr. and family
 Krill, Mr. and family
 Lowe, Mr. and Mrs. J. Williams, Mrs. G. W.
 C. and daughter Winter, J. R.
 Marchant, Mrs. and Yarnell, Mrs. H. E.
 children

KOWLOON.
 Buxton, Lady H. Jones, Frederic.
 Carrick, Mr. and Mrs. Mitchell, Mr.
 A. F. Stevenson, Lt. Comdr.
 Dingman, Mr. and Mrs. Lewis, Lt. Comdr.
 Lewis, Take, Capt. and Mrs.
 Eustace, Bert. Watson, Mr. and Mrs.
 Heriot, R. M. L., Capt. W. H.
 and Mrs. Mackay

CHINA COAST METEOROLOGICAL REGISTER.
 April 21st, 1905, A.M.
 Bar. Th. Hu. Wind Wt.
 Vladivostok, 7 a.m. — — — — —
 Nemuro, 6 a.m. 30.04 — — — — —
 Hakodate, 5 a.m. 29.93 — — — — —
 Tokyo, 4 a.m. 29.71 — — — — —
 Kochi, 3 a.m. 29.28 — — — — —
 Nagasaki, 2 a.m. 29.44 — — — — —
 Kagoshima, 1 a.m. 29.44 — — — — —
 Oshima, 12 a.m. 29.66 — — — — —
 Naha, 11 a.m. 29.74 — — — — —
 Ishigakijima, 10 a.m. 29.74 — — — — —
 Taihoku, 9 a.m. — — — — —
 Taichu, 8 a.m. — — — — —
 Keelung, 7 a.m. — — — — —
 Pescadores, 6 a.m. — — — — —
 Weihaiwei, 5 a.m. 29.80 44 — — — — —
 Gutiaf, 4 a.m. 29.88 70 71 S 5 omp
 Sharp Peak, 3 a.m. 29.84 67 95 NW 2 c
 Amoy, 2 a.m. 29.87 70 95 NW 1 c
 Swatow, 1 a.m. 29.87 70 95 NW 1 c
 Canton, 12 a.m. 29.84 67 95 NW 2 c
 Hongkong, 10 a.m. 29.84 70 95 NW 1 b
 Victoria Peak, 9 a.m. 29.91 — — — — —
 Gap Rock, 8 a.m. 29.91 — — — — —
 Macao, 7 a.m. 29.91 77 — — — — —
 Haiphong, 6 a.m. 29.96 85 65 NW 1 b
 Manila, 5 a.m. 29.96 85 65 NW 1 b
 Bacolod, 4 a.m. 29.96 85 65 NW 1 b
 Cebu, 3 a.m. 29.96 85 65 NW 1 b
 C. St. James, 10 a.m. — — — — —

CHINA COAST METEOROLOGICAL REGISTER.
 April 22nd, 1905, A.M.
 Bar. Th. Hu. Wind Wt.
 Vladivostok, 7 a.m. — — — — —
 Nemuro, 6 a.m. 29.69 — — — — —
 Hakodate, 5 a.m. 29.73 — — — — —
 Tokyo, 4 a.m. 29.83 — — — — —
 Kochi, 3 a.m. 29.79 — — — — —
 Nagasaki, 2 a.m. 29.95 — — — — —
 Kagoshima, 1 a.m. 29.92 — — — — —
 Oshima, 12 a.m. 30.01 — — — — —
 Naha, 11 a.m. 30.01 — — — — —
 Ishigakijima, 10 a.m. 30.01 — — — — —
 Taihoku, 9 a.m. — — — — —
 Taichu, 8 a.m. — — — — —
 Keelung, 7 a.m. — — — — —
 Pescadores, 6 a.m. — — — — —
 Weihaiwei, 5 a.m. 29.94 47 — — — — —
 Gutiaf, 4 a.m. 29.98 51 85 E 1 b
 Sharp Peak, 3 a.m. 29.98 51 85 E 1 b
 Amoy, 2 a.m. 29.99 61 85 E 1 b
 Swatow, 1 a.m. 29.93 61 85 E 1 b
 Canton, 12 a.m. 29.93 61 85 E 1 b
 Hongkong, 10 a.m. 29.93 61 85 E 1 b
 Victoria Peak, 9 a.m. 29.93 61 85 E 1 b
 Gap Rock, 8 a.m. 29.93 61 85 E 1 b
 Macao, 7 a.m. 29.93 61 85 E 1 b
 Haiphong, 6 a.m. 29.93 61 85 E 1 b
 Manila, 5 a.m. 29.93 61 85 E 1 b
 Bacolod, 4 a.m. 29.93 61 85 E 1 b
 Cebu, 3 a.m. 29.93 61 85 E 1 b
 C. St. James, 10 a.m. — — — — —

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 Nagasaki, 2 a.m. 29.44 — — — — —
 Kagoshima, 1 a.m. 29.44 — — — — —
 Oshima, 12 a.m. 29.66 — — — — —
 Naha, 11 a.m. 29.74 — — — — —
 Ishigakijima, 10 a.m. 29.74 — — — — —
 Taihoku, 9 a.m. — — — — —
 Taichu, 8 a.m. — — — — —
 Keelung, 7 a.m. — — — — —
 Pescadores, 6 a.m. — — — — —
 Weihaiwei, 5 a.m. 29.80 44 — — — — —
 Gutiaf, 4 a.m. 29.88 70 71 S 5 omp
 Sharp Peak, 3 a.m. 29.84 67 95 NW 2 c
 Amoy, 2 a.m. 29.87 70 95 NW 1 c
 Swatow, 1 a.m. 29.87 70 95 NW 1 c
 Canton, 12 a.m. 29.84 67 95 NW 2 c
 Hongkong, 10 a.m. 29.84 70 95 NW 1 b
 Victoria Peak, 9 a.m. 29.91 — — — — —
 Gap Rock, 8 a.m. 29.91 — — — — —
 Macao, 7 a.m. 29.91 77 — — — — —
 Haiphong, 6 a.m. 29.96 85 65 NW 1 b
 Manila, 5 a.m. 29.96 85 65 NW 1 b
 Bacolod, 4 a.m. 29.96 85 65 NW 1 b
 Cebu, 3 a.m. 29.96 85 65 NW 1 b
 C. St. James, 10 a.m. — — — — —

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 Nagasaki, 2 a.m. 29.95 — — — — —
 Kagoshima, 1 a.m. 29.92 — — — — —
 Oshima, 12 a.m. 30.01 — — — — —
 Naha, 11 a.m. 30.01 — — — — —
 Ishigakijima, 10 a.m. 30.01 — — — — —
 Taihoku, 9 a.m. — — — — —
 Taichu, 8 a.m. — — — — —
 Keelung, 7 a.m. — — — — —
 Pescadores, 6 a.m. — — — — —
 Weihaiwei, 5 a.m. 29.94 47 — — — — —
 Gutiaf, 4 a.m. 29.98 51 85 E 1 b
 Sharp Peak, 3 a.m. 29.98 51 85 E 1 b
 Amoy, 2 a.m. 29.99 61 85 E 1 b
 Swatow, 1 a.m. 29.93 61 85 E 1 b
 Canton, 12 a.m. 29.93 61 85 E 1 b
 Hongkong, 10 a.m. 29.93 61 85 E 1 b
 Victoria Peak, 9 a.m. 29.93 61 85 E 1 b
 Gap Rock, 8 a.m. 29.93 61 85 E 1 b
 Macao, 7 a.m. 29.93 61 85 E 1 b
 Haiphong, 6 a.m. 29.93 61 85 E 1 b
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 Oshima, 12 a.m. 29.66 — — — — —
 Naha, 11 a.m. 29.74 — — — — —
 Ishigakijima, 10 a.m. 29.74 — — — — —
 Taihoku, 9 a.m. — — — — —

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHIO."

Captain E. Guionnet, will be despatched for MARSEILLES on TUESDAY, the 2nd May, at 4 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.

S.S. ERVEST SIMONS.....30th May.

S.S. POLYNESIE.....13th June.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th April, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,222 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 18th June.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 22nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont.....	9,605	T. W. Garlick.	At April 25
Lyra.....	4,417	G. V. Williams.	May 2
Hyades.....	3,753	Geo. Wright.	May 23

↓ Cargo only.

Steamer marked (*) have no second-class passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 18th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT, No. 72, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Paper, Copying Presses, also Automatic Cyclostyle and Ellans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

LATEST Pattern, Large, Grand VICTOR GRAMAPHONE, together with One Hundred Records of all the up-to-date pieces.

Price.....or offer.

Apply—

"GRAMAPHONE,"

C/o Hongkong Telegraph.

Hongkong, 22nd April, 1905.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR BOAT, handsomely finished, fitted with Cushions, Awning, &c. A brand new 3½ Horse Power Motor never been used for more than test trials, everything in excellent condition, speed 9 miles.

Apply to—

ORIENTAL CONSTRUCTION CO.,

Alexandra Buildings.

Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.60 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doi. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.,

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

"Naphtha of the best kind kept in stock."

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

To Let.

TO LET.

A LARGE AND COMMODIOUS HOUSE TO LET IN MACAO.

N. O. 93, Street "CONSELHEIRO FERREIRA D'ALMEIDA."

Apply to—

SANTA CASA OFFICE,

MACAO.

Macao, 20th April, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S., 37, Des Voeux Road CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO at No. 14, D'ARAGON STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$350,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	14 %	\$785 buyers (London £80)
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$101,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$37
MARINE INSURANCES.								
Janet Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,902 \$362,366 \$37,445	Nil.	\$4 1/2 for year ended 30.1.1904	7 1/2 %	\$57
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$17,470 \$893,111 \$84,677	\$2,078,997	\$35 for 1903	5 %	\$7.0 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$20,000 \$37,794 \$1,000,000	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$60 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$125,675 \$1,500,000	\$319,017	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,595	\$360,372	\$34 for 1903	11 1/2 %	\$107
SHIPPING, TUG AND TUG BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$15,000	\$8.2	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$15,439 \$250,000 \$158,441	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$158,441	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$161 sales
Indo-China Steam Navigation Company, Limited	6,000	£10	£10	£20,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	4 1/2 %	\$22
Shanghai Tug and Lighter Company, Limited	200,000	£1.50	£1.50	Tls. 25,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904	8 1/2 %	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000 £4,116	£8,852	Interim of 1/- (Coupon No. 5) for 1904	5 %	21/6
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$15,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04	51 %	\$37 1/2
Straits Steamship Company, Limited	5,000	\$100	\$100	\$150,000 \$21,675 \$130,153	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 126,000 Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 3 1/2 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	Dr. \$42,812	Final of \$15 making \$20 for 1904	9 %	\$22 1/2
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	44 %	Tls. 55 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	5 1/2 %	Tls. 74 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	5 1/2 %	G \$171 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$672,093	50 cents making G. \$1 for 1904	5 %	\$4 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	...
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$68,423 \$10,000	\$8,577	\$3.75 for 1904	10 1/2 %	\$35 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$300,000 \$250,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	4 1/2 %	\$107
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	6 1/2 %	\$204
Howarth Estate, Limited	12,000	\$100	\$100	\$60,000	.....	\$10 div. & \$5 bonus for year end. 30.6/04	5 1/2 %	\$275 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$12 for 1903	6 %	\$21 sales
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	64 %	\$114
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 5,000,000	Tls. 48,153	\$7 dividend	8 %	Tls. 157 sales
Shanghai and Hongkong Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 39,880	Tls. 10,711	Tls. 5 interim for 1904/5	6 %	Tls. 187 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	Final of Tls. 6 making Tls. 10 for 1904	6 1/2 %	\$400 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	\$26 for 2nd half year making \$26 for 1904	9 1/2 %	Tls. 187 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	8 %	\$28 sales
Astor House Hotel, Limited (Tientsin)	2,000	T. Tls. 50	T. Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 ex div.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$350,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$129
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,900	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 221 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,000 \$200,994 \$50,000	\$12,958	90 cents for 1904	7 1/2 %	\$12.60 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$304 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 8 for 1904	10 %	Tls. 47
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 735	Tls. 5 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	0 %	Tls. 38 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$23,862	50 cents for the year ending 31.7.04	3 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 371 buyers
Ladu-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 421 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,030	4 % for 1897	...	Tls. 150
COIARS AND TOBACCO COS.								
Ahambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	.....	.....	First year	...	\$91 sellers
SHANGHAI-SUMATRA TOBACCO COMPANY, LIMITED								
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	.....	Interim of 30 cents for 1904	7 1/2 %	\$13 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	First year	6 %	\$115 sales
Campbell Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	6d. per share for 1903	8 1/2 %	\$58
Central Stores, Limited	6,000	\$10	\$10	.....	.....	\$3 for 1904	11 1/2 %	\$21 sales
Do. (Founders)	123	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	7 1/2 %	\$100
Do. (New Issue)	24,000	\$15	\$14	.....	.....	None	7 1/2 %	\$8
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	Preferential of 7 per cent for 1904	7 1/2 %	\$13
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	\$1 for 1904	7 1/2 %	Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$5,739	\$1 for 1904	9 1/2 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	None	9 1/2 %	\$78
Dairy Farming Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 35,318	80 cents for 1904	8 1/2 %	\$171 sales
E. L. Fong, Limited	7,000	Tls. 50	Tls. 50	none	\$2,706	\$4 for year ending 31.7.1903	8 %	Tls. 25 sales
Fraser and Neave, Limited	4,500	\$10	\$10	\$112,500	\$95,054	Tls. 5 and \$2 1/2 bonus for 1903	7 1/2 %	\$107 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$15,000	\$95,054	\$2 for 1904	7 1/2 %	\$17 sales
Do. (New Issue)	50,000	\$10	\$10	\$15,000	.....	First Year	7 1/2 %	\$17 sales
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$7,511	Final of \$11 making \$24	10 %	\$24 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$17 1/2 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$5,000	\$5,796	\$0.50 for year ending 30.11.1904	7 1/2 %	\$114 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 1/2 %	\$150 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making	10 %	\$124 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$1.50 for the year ended 30.6.04	6 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$2,582	Interim of \$5	8 %	\$135 buyers
Matschaporff (or Milja) Bosch en Landbouwe- plaat in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	\$1 quarterly of Tls. 7 1/2 paid 15.3.05	12 1/2 %	Tls. 240 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	.....	\$2 for year ended 31.10.1904	9 %	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$5,557	None	7 1/2 %	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172 Tls. 45,000	Tls. 6,011	Final of Tls. 5 making Tls. 14 for 1904	7 1/2 %	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,000	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,948	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 14,000	Tls. 7,360	Final of 37/6 making 52/6 for 1904	6 1/2 %	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,760	\$64 for year ended 31.7.1904	8 %	\$23 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	8 1/2 %	\$7 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.10.04	13 1/2 %	\$48 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$25,000	\$700	First year	13 1/2 %	\$450 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$84,813	\$10 for second half year making \$20 for \$1 div. and 35 cents bonus for half year	10 1/2 %	\$124 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,035	ended 30.9.1904	6 1/2 %	Tls. 100
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 25,259	Tls. 2,212	Tls. 2 for half year	6 1/2 %	Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$25,000	\$486	Final of Tls. 4 making Tls. 8 for 1903/4	9 1/2 %	\$61 buyers
Do. (Founders)	100	\$10	\$10	.....	.....	\$0.50 for year ended 31.5.1904	10 1/2 %	\$180 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$174 buyers